



AIR TRANSPORT ASSOCIATION

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December 17, 2003

Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, SW
Washington, DC 20590-0001

**RE: Notice Requesting Comment on the Imposition of the Aviation Security
Infrastructure Fee, Docket No. 16345 (TSA)
68 Fed. Reg. 62613 (November 25, 2003)**

Dear Sir or Madame:

The Air Transport Association of America, Inc (“ATA”), on behalf of its member airlines,¹ respectfully files this request for a thirty (30) day extension of the comment period on the **Notice Requesting Comment on the Imposition of the Aviation Security Infrastructure Fee** (“NPRM”) concerning a possible revision to the methodology used to determine the amount paid by each air carrier subject to the fee requirements in 49 U.S.C. Sec. 44940. With this request, comments would be due by February 5, 2004 (eight months prior to the date when any change to the current statutorily limited individual air carrier payments could be implemented).

Under the Aviation Transportation and Security Act, beginning in fiscal year 2005 the TSA may revise the amount paid by each air carrier, but the aggregate fee remains

¹ The members of the Association are: Airborne Express, Alaska Airlines, Aloha Airlines, American West Airlines, American Airlines, Astar Air Cargo (formerly DHL Airways), ATA Airlines (formerly American Trans Air), Atlas Air, Continental Airlines, Delta Air Lines, Emery Worldwide, Evergreen International Airlines, Federal Express Corp., Hawaiian Airlines, JetBlue Airways, Midwest Airlines, Northwest Airlines, Polar Air Cargo, Southwest Airlines, United Airlines, United Parcel Service, and US Airways; associate members are: Aerovías de México, Air Canada, Air Jamaica, KLM-Royal Dutch Airlines, and Mexicana de Aviación.

limited to the aggregate amount paid for screening passengers and property in calendar year 2000 by the covered air carriers. Any possible revision to the current methodology presents significant issues for all air carriers. ATA, whose member airlines collectively pay the majority of the total collected by TSA, is working diligently to develop a consensus proposal that addresses the needs of the airlines and the TSA. Although this process involves many considerations, we believe it will benefit the TSA and the airlines if we are able to reach consensus. The current sixty (60) day comment period is insufficient to permit the process to work and to prepare substantive comments.

ATA appreciates FAA's consideration of this request and respectfully urges FAA to issue a decision no later than December 24, 2003, to allow sufficient time for coordination of the comment process if this request is denied. Please contact me regarding any questions or if you would like ATA to provide any additional information.

Sincerely,

AIR TRANSPORT ASSOCIATION OF AMERICA, INC.

A handwritten signature in black ink, appearing to read "D.A. Berg", with a long, sweeping horizontal line extending to the right.

David A. Berg
Vice President & General Counsel

cc. Randall Fiertz